RAJYA SABHA

Friday, the 16th March, 2007/25 *Phalguna,* 1928 *(Saka)*

The House met at eleven of the clock,
MR. CHAIRMAN in the Chair.

RE. ISSUE OF CHHATTISGARH

श्री दिनेश त्रिवेदी (पश्चिमी बंगाल)**:** सर, मैंने जो नोटिस दिया हैं ….(**व्यवधान**)…

श्री सभापति : यह क्वैश्चन ऑवर है …(**व्यवधान**)… क्या मामला है …(**व्यवधान**)…

SHRI SITARAM YECHURY (West Bengal): Sir, we want to raise the issue of Chhattisgarh. *(Interruptions)*...

श्री सभापति : सदन की कार्यवाही 12 बजे तक के लिए स्थगित की जाती है।

The House then adjourned at two minutes past .
eleven of the clock.

The House re-assembled at twelve of the clock
MR. DEPUTY CHAIRMAN in the Chair.

WRITTEN ANSWERS TO STARRED QUESTIONS

Halting of Trains at Alam Nagar Station

†*261. SHRI BANWARI LAL KANCHHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware of demonstration under the leadership of Uttar Pradesh Jan Kalyan Samiti for halting of various trains at Alam Nagar railway station in Lucknow;

(b) whether his Ministry is considering the 21-point demand letter submitted by them;

†Original notice of the question was received in Hindi.

(c) if so, the details thereof;

(d) whether Government would consider halt of various trains at Alam Nagar station in public interest; and

(e) if so, by when and if not, the reason therefor?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) Yes, Sir.

(b) to (e) The demands have been examined and the position is as under:—

(1) Stoppage of 4369/4370 Singrauli-Bareilly Triveni Express, 4511/4512 Allahabad-Saharanpur Nauchandi Express, 2229/2230 Lucknow-New Delhi Lucknow Mail 4265/4266 Varanasi-Dehradun Express, 3009/3010 Howrah-Dehradun Doon Express, 3005/3006 Howrah-Amritsar Mail, 3151/3152 Kolkata-Jammu Tawi Sealdah Express and 5609/5610 Guwahati-Lalgarh Avadh Assam Express at Alam Nagar Station:

4266 Dehradun-Varanasi Express is already stopping at Alamnagar from July, 2005. Stoppage of the remaining trains is not feasible as well as not commercially justified.

(2) Provision of Bigger waiting hall, waiting room at Platform No. 1 and shed on Platform No. 2 at Alam Nagar:

Waiting Room at the station has been provided. Bigger waiting hall and shed at platform No.2 has been sanctioned.

(3) Reconstruction of toilets on Platform No. 1 and construction of toilets on Platform No. 2:

Reconstruction of toilets on Platform No.1 and provision of toilets on Platform No.2 are being done.

(4) Provision of water cooler and Public Call Office (PCO) at Alam Nagar.

Water cooler will be provided during the summer of 2007. Allotment of PCO Booth is under process.

(5) Lengthening of platfonv at Alam Nagar and Lachhmanpur:

Lengthening of Platform Nos. 2 & 3 at Alam Nagar has been sanctioned. Lengthening of platforms at Lachhmanpur is not required at present.

(6) Stoppage of all Mail/Express trains at Manak Nagar station:

Stoppage of all the Mail/Express trains at Manak Nagar is not feasible as well as not commercially justified.

(7) Running of the circular trains to Lucknow from Malihabad:

Extension of Circular trains to Malihabad is not feasible as these trains runs on electrified traction and Lucknow-Malihabad section is a non-electrified section. Moreover, it is not commercially justified.

(8) Doubling of Railway Track between Utrahtia-Prayag:

The doubling on this section is not considered necessary for the present.

(9) Morning train at 7:30hrs from Lucknow-Charbagh to Shahajahanpur.

Introduction of additional train on the section is not feasible due to operational and resource constraints.

(10) 1/2 Lucknow- Varanasi Passenger divided into two parts from Rae Bareli one part from Lucknow to Varanasi and the other Part from via *Unchahar:*

Bifurcation and diversion of a portion of 1LV/2LV Lucknow-Varanasi Passenger from Rae Bareli is not operationally feasible.

(11) New Express train from Lucknow Charbagh to Allahabad between 10:00 hours to 12:00 hours or 3005/3006 Howrah-Amritsar Mail be diverted via *Allahabad- Unchahar on 3 days a week:*

Introdcution of new train between Lucknow and Allahabad is not operationally feasible due to terminal and line capacity constraints. Diversion of 3005/3006 Howrah-Amritsar Mail is not feasible.

(12) Provision of over bridge at Jagjivan Ram Railway Protection Force training center Railway crossing and Alam Nagar Railway crossing and RDSO Railway crossing:

One Road Over Bridge (ROB) near Jagjivan Ram Railway Protection Force Training center in lieu of Level Crossing No. 218 A (Hardoi Crossing) on Lucknow-Hardoi line and Level Crossing No. 1B (Kanpur Crossing) on

Lucknow-Kanpur town has been sanctioned in 2004-05 on cost sharing basis. The Plan was agreed by State Government and Estimate is under finalisation.

ROBs and RDSO Level Crossing No. 2A and at Alam Nagar Level Crossing No. 221A have not yet been sanctioned as the State Government has not sponsored requisite proposals under extent rules.

(13) Increase the number of General Bogies in long distance Mail/ Express trains:

It has been announced in the Railway Budget 2007-08 that atleast 6 General Class coaches will be provided in every newly introduced train except Rajdhani, Shatabdi and Jan Shatabdi Expresses.

(14) To provide family planning concession to passengers having family planning certificate:

Examined but not found desirable at present.

(15) Dalmau Railway Station (NR) be connected with Fatehpur (NCR) Railway station by Rail line:

The proposed link will involve construction of bridge over river Ganga. The rail link between North Central Railway and Northern Railway is already available at Kanpur and Allahabad. Further, link is not considered necessary at present.

(16) Reduction in the penalty of without ticket from Rs. 250 to Rs.50:

The minimum penalty of Rs.250 is serving as a deterrent for ticketless travellers.

(17) Permission to daily passengers to travel in Mail/Express trains:

Daily passengers are supposed to travel by suburban and ordinary non-suburban trains. However, daily passengers holding Season Tickets are allowed to travel in unreserved coaches of certain Mail/Express trains. This permission cannot be granted in all Mail/Express trains.

(18) Coach number be indicated on the reserved coaches:

Railways ensure that coach number boards painted with the coach

numbers wz.A1.A2, ... AS1.AS2..... S1.S2, S3 ..... etc. in the prescribed size and shape, are invariably fixed on both sides of the reserved coaches before the rake leaves the pite line at the primary maintenance end.

(19) Proper maintenance and re-construction of toilets on the stations between Lucknow to Prayag, Lucknow to Kanpurand Lucknow to Shahajahanpur.

Toilets on various stations are being maintained and renovated on condition basis and repaired as and when required.

(20) Announcement of the name of the station when the trains stop at the stations where announcement facilities are-available:

The suggestion is good one. Efforts will be made to implement the same.

(21) Removal of animals loitering on the platform at Lucknow-Charbagh Station:

Efforts are always made with the help of the local administration to check this menace on the platforms.

TPDS beneficiaries in Andhra Pradesh

*262. SHRIMATI N.P. DURGA: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the details the beneficiaries under TPDS under APL, BPL and AAY in the State of Andhra Pradesh during the last five years, year-wise and district-wise;

(b) the number of Fair Price Shops that are distributing foodgrains in the State to those beneficiaries;

(c) whether it is a fact that Government monitors PDS. on monthly-basis;

(d) if so, the details of mechanism under which Government monitors PDS on monthly-basis;